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RESERVIST

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'R' EXPANDS AS PROGRAM GROWS

The Coast Guard Reserve continues to grow both in numbers and in the variety of responsibilities which it will have upon mobilization. The growth is most recently demonstrated by the present expansion in Office of Reserve at Headquarters. To accommodate its new missions, the Office of Reserve (Staff Symbol—R) now has three divisions rather than two and an increased number of specialized branches. It also has a new Chief, Office of Reserve (watch for the story in the May *RESERVIST*).

The largest division, Reserve Training (RT) has the overall responsibility for training Reservists not on extended active duty. It is the work of this division to coordinate training with the Regular Service so that the Reserve is adequately training to support the Regulars in time of national emergency or war. This coordination with the Regular Establishment is planned so the maximum utilization is received from all Coast Guard facilities. The Active Duty for Training Branch of this division administers and coordinates all ACDUTRA programs under Coast Guard control, including the initial active duty for training programs for Reservists not on extended active duty. All communications regarding the general subject of ACDUTRA are handled by this branch. Similarly, the Inactive Duty Training Branch is concerned with Reserve inactive duty training programs including provisions for correspondence courses, examinations for advancement, initial warrant officer appointments, unit training, and training courses provided by other Armed Services.

The new branch in the Reserve Training Division is Training Aids and Publications. This branch has the wide responsibilities concerned with development and use of Reserve training aids including vessels and aircraft. The expanding Reserve Training Fleet (e.g. CGC TANAGER, LAMAR, DEXTER, UNIMAK, and COURIER) is one of its prime activities. This branch also coordinates the system for the distribution of publications.

The Reserve Administration Division (RA) now has two branches in lieu of the previous four, but most of the duties of the remaining branches are the same. Through the Regulations Branch and the Personnel Status and Records Branch this division proposes legislation necessary for the Reserve; reviews and comments on all legislation affecting the Reserve; initiates changes in Reserve Regulations; reviews all Reserve promotion, retire-

see GROWTH on page 3



OVER THE SIDE—Reservists from ORTUPS (O) 02-82145, Peoria, Ill., aid the Illinois State Police in an underwater search for evidence to help prosecute a gang of check forgers. For the complete story see page 4.

SPLASH PLUS 20

The following message was received from the CGC DILIGENCE after its arrival on-the-scene of the PROJECT GEMINI GT-3 landing:

BT

UNCLAS

PROJECT GEMINI

1. AM HAPPY TO REPORT DILIGENCE FIRST SHIP TO ARRIVE ALONGSIDE MOLLY BROWN AT SPLASH PLUS 50 MINUTES

2. CG-1367 (helicopter) FROM DILIGENCE FLOWN BY CGAS ST PETERSBURG (Fla.) PILOTS FIRST HELO ON SCENE AT APPROX SPLASH PLUS 20 MINUTES

3. ASTRONAUTS REMOVED TO INTREPID BY NAVY HELO WHILE DILIGENCE, CG-1367, AND HOST OF NAVY AND AIR FORCE HELO'S AND AIRCRAFT STOOD GUARD OVER MOLLY

4. DILIGENCE RECOVERED PARACHUTE AND SPARE FLOATING GEAR AND TRANSFERRED TO INTREPID UPON HIS ARRIVAL AT APPROX SPLASH-TIME PLUS 2 HRS AND 10 MINS

5. DESPITE WINDS OF 20 KTS AND SEAS FROM 5 TO 7 FEET, AIR AND SURFACE OPS WERE CONDUCTED WITHOUT INCIDENT

BT

Coast Guard Post Card

Postmaster General John A. Grouski recently notified the Commandant that he has approved the issuance of a four-cent commemorative postal card which will honor the Coast Guard on its 175th anniversary, August 4, 1965.

The place of first day issue will be Newburyport, Mass., where the first Revenue Cutter, MASSACHUSETTS, was constructed and placed in commission. Date of the first day issue has not yet been set but will be announced by the Post Office Department at a later time.

The final design of the card has not been completed by government artists, but it is expected to depict the historical aspects and modern missions of the Service.

Operation Expose

OPERATION EXPOSE recently clamped simulated maximum security conditions on facilities of ORTUPS (O) 12-82791 at Government Island, Alameda, California.

It was the unit's first attempt to test the knowledge and training of the personnel, commanded by CDR Roger SECCOMBE, USCGR, under realistic conditions.

Security guards were posted and the small boat pier and an improvised headquarters building were designated restricted areas.

"Enemy" forces were also selected and left to their own inventive methods of "sabotage."

Then word was flashed, a mock state of maximum national alert had been declared and the unit's personnel, functioning as the friendly force, took over maintenance of security at the base.

It didn't take long for the "subversive" forces to swing into action. Bombs were found planted in the communication center, the C.O.'s office, and even the vending machines. Hidden explosives were discovered planted aboard the unit's patrol boat, under the pier and in the telephone booth perched on the pier.

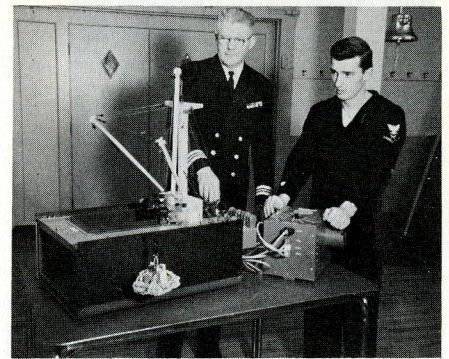
Security guards, who kept in constant contact with radios, continued to find attempts at sabotage and called for disarming teams from headquarters to take care of the explosives.

Inexperience began to tell with the security radio operators, however, after they captured their first enemy prisoners. Radioed orders came in to release the captives—from the enemy itself, which was also using radios on the same frequency. The opposing forces had broken the clever code system devised by the security guard.

The "aggressors" then switched tactics to infiltrate the security. They moved in "civilians." One was a foreign-speaking person who posed as a shipowner seeking a Port Security Permit to unload cargo from one of his ships. Another marched in disguised as a photographer who brazenly asked if he could take some pictures in the area. Finally, one of the enemy force came along posing as a ship captain who insisted on unloading a cargo of explosives.

After the first aggressors were successful in their attempts at sabotage, the friendly forces gained confidence and experience which made the task of the subversive tacticians increasingly difficult.

At last the day-long operation was



M/V CARHANTRA — LCDR J. P. COOK, and R. W. COLE, YN3, operate the cargo handling training aid designed and constructed by Commander Cook. Details of this remarkable project are in the story on page 3.

Third Gets First ORTUAV

The Third Coast Guard District recently commissioned its first Aviation Support Organized Reserve Training Unit at ceremonies at the Coast Guard Air Station, Floyd Bennett Field, Brooklyn, New York.

CAPTAIN Frank V. HELMER, USCG, Chief of Staff, Third CGD headed the official Coast Guard party at the commissioning ceremony.

The mission of this new unit is to provide training for Coast Guard Reserve personnel to enable them to augment Coast Guard aviation units in the event of mobilization.

Commanding officer of the initial complement of 22 officers and men is LCDR Bernard J. DOYLE, Jr., USCGR. In August 1940, he enlisted in the Coast Guard Reserve as a seaman apprentice. He was appointed to his present rank in July 1958.

Commander DOYLE formerly commanded the Coast Guard Organized Reserve Training Unit, Huntington, New York. He is a helicopter pilot for the New York City Police Department.

halted and the monitors of the program LCDR Richard GAMBLE, LTJG Thomas REESE, and CDR SECCOMBE called in the men.

The next day CDR SECCOMBE gathered his unit together for a critique session of OPERATION EXPOSE. The unit felt the event was highly successful as an experimental security exercise and that it would probably be conducted annually.

The only worthy competition is that of a wise man with himself.

RESERVIST DESIGNS BUILDS CARGO HANDLING AID

The merchant vessel CARHANTRA will never go to sea. It will never carry cargo or a crew. It is, however, a remarkable "ship." Its name comes from a combination of the words "cargo," "handling," "training aid" — CARHANTRA. It was designed and constructed by a one-man "shipyard" and "commissioned" into the Coast Guard Reserve on 20 June 1963, after five years of tedious construction.

M/V CARHANTRA is the result of the ingenuity and hard work of LCDR James P. COOK, USCGR, a former Navy Chief and currently the Executive Officer of ORTUPS (O) 01-82009, Boston.

As a result of his training at the Dangerous Cargo School, Ft. Eustis, Virginia, Commander COOK had the idea of developing and constructing a training aid that would bring dynamism to the cargo handling training in port security units. In designing CARHANTRA, Commander COOK incorporated mobility, endurance, operability, aesthetics and accuracy.

The design was executed with meticulous effort. Construction of the model began during the Summer of 1959 and continued over five years, using about 5000 hours of Commander COOK's off-duty time. The Cambridge Screw Company, a local manufacturer, provided the facilities of their machine shop and some materials at no cost. Other materials were procured from the Reserve Division, First Coast Guard District and by Commander COOK personally. The model was built to a scale of one inch equal to three feet. All plates, frames, ribs, masts and booms are fabricated of aluminum.

The entire system operates electrically through dual hand controls for port and starboard falls, rigging, and tackle. The control console is separate from the model but is connected by electrical cables. It provides slow and fast speeds for up or down operation which are proportional to those of an actual shipboard rigging system. When being operated, CARHANTRA will encounter the same performance difficulties that would be experienced aboard an actual ship. The standing gear, running gear, booms, and deck fittings including chocks, bitts, pads, and cleats are all functional and have been added in proportionate size. If it were in color, the photograph on page 2 would indicate that the model was painted with faithful adherence to the typical

CGR DRILLS REQUIRED FOR SOME ROTC STUDENTS

Certain colleges and universities require students to participate in an ROTC Program during the first two years of schooling. During this period, however, students are NOT sworn in as members of the applicable Reserve component. Consequently, Coast Guard Reservists who have an obligation when they enroll in such a college or university must also participate satisfactorily in their Coast Guard Reserve Training Unit. Those who, because of inaccessibility to a training unit or excessive college study workload, are unable to participate regularly in unit training may apply for transfer to Training Category "H" and assignment to an Administrative Reserve Unit. Requests for this type of assignment should be made to the district commander (r) via the chain of command. Such transfer and assignment still requires the performance of 30 days' active duty for training each anniversary year.

If, after two years of college, a Coast Guard Reservist is offered an opportunity to enlist in the Naval Reserve, Air Force Reserve or Army Reserve and continue ROTC training leading to a commission in the applicable Reserve component, a conditional release will usually be granted. Upon acceptance and enlistment in the new program, the members concerned will be discharged from the Coast Guard Reserve.

DRILL ATTENDANCE JANUARY 1965

Officer Average	96.4%
Enlisted Average	89.6%
National Average	90.4%
Highest District	
Thirteenth CGD	93.8%

color scheme used aboard freighters. Eventually, the running gear will be dyed in several colors to provide ready identification and ease of tracing for training purposes.

M/V CARHANTRA was first used during Summer training at the Reserve Training Detachment, Rockland, Maine, and it is now used in the Boston ORTU to train Reservists in cargo handling techniques, operation of rigging, winches, and controls, heavy lift operation, storage procedures, and the nomenclature of cargo handling gear. It is an excellent training aid to introduce realism into the unit's regular dangerous cargo training program.

GROWTH—Cont. from p. 1

ment, retention and disability boards; and maintains Reserve officer service records.

The third division in the Office of Reserve Programs is called the Reserve Programs Division (RP). It is responsible for planning and administering the Reserve Personnel Mobilization System. It also prepares the Reserve Budget and administers Reserve appropriations. Through the Plans and Mobilization Branch acquisition of personnel and equipment to accomplish the Reserve mission is coordinated. This branch also provides statistics and projections on almost any phase of Reserve activity.

This reorganization in Headquarters will allow greater specialization by the different divisions and branches and will thus stimulate the attention given to specific activities, and problems in the districts and in various units. The expanded Office of Reserve can better than ever, plan and develop the degree of training in the Reserve needed for mobilization.



THE LATEST IN TRAINING AIDS—
The latest and probably the most expensive "training aid" to be used by the Reserve is this Chrysler Corporation Turbine Car. The hand-built experimental prototype was loaned to ORTUAG 09-83619, Detroit, Mich., with an instructor to train the unit in the basic theory of turbine propulsion. With the current use of turbine engines in CG aircraft and vessels, this training was very timely.

Samson Post

Although nautical encyclopedias do not mention where this name for the double king posts that many modern vessels have, there is every reason to believe it refers to the biblical strong man Samson. Readers will remember that with his great strength, the blinded Samson shook down two huge pillars supporting the Temple of Dagon destroying the building.

CGR AIDS EFFORT TO CHECK FORGERS

By Jim Deverman, SN, USCGR

Reservists from ORTUPS (O) 02-82145, Peoria, Illinois, came to the aid of the Illinois State Police recently in an attempt to smash a gang of check forgers operating in a 5-state area.

The unit was contacted by State Police Headquarters in Springfield, Illinois, with a request to provide necessary boats and manpower to conduct an underwater search on the Illinois River at Peoria.

Object of the search was a typewriter machine called a "check-protector" used by companies to validate payroll checks. This check-protector apparently was tossed over the side of a Peoria bridge by members of the gang to dispose of it. The Illinois State Police needed the machine for evidence against the forgers.

A group of civilian divers from a Springfield Scuba Diving Club volunteered their services for a search of the knee-deep muddy bottom of the Illinois River in 15 to 20 feet of water.

Utilizing two 16-foot fiberglass Coast Guard boats, the Reservists joined with the State Police who were using a large pontoon boat for their base of operation on the river.

One of the 16-footers was used as a scouting boat to circle the diving area and ward-off any civilian boaters from the search area. The other Reserve boat was anchored above the diving area and served as a diving platform for the scuba group.

Five divers joined in the search, working in pairs, and using a circular search pattern. The circular search pattern consisted of tying a line to the 16-footer's anchor and then gradually taking a wider sweep until the entire area had been covered. The 4-hour search uncovered many broken bottles, cans, and numerous pieces of other junk, but unfortunately no check-protector was found.

Stay

The fore and aft lines in the standing rigging used for supporting or stiffening a mast are called stays. The word comes from the Anglo Saxon "staeg" and is found in Dutch, German, and Swedish as "stag," connoting stand or hold fast. The word also appears as a corruption in weighing anchor. The mate on the forecandle will sing out "Anchor astay" or "Anchor at the short stay" when the angle of the chain is about parallel with an imaginary line that is the fore stay.

Trio Cited For Service

A trio of chief petty officers from ORTUPS 12-82800 were recently awarded the Coast Guard Reserve Meritorious Service Ribbon in ceremonies at the unit's Monterey, Calif., facilities.

The outstanding Reservists are Rudolph BANUELOS, SKC, Ira BEAL, GMC, and Thomas BLOOD, EMC.

The colorful ribbon is awarded for 90 percent attendance at drills over a consecutive four-year period, for satisfactory performance of four consecutive periods of ACDUTRA, and for having no mark of less than 3.0 in the professional skills tested during the four-year period.

HANKS PISTOL AWARD

Each year all the Organized Reserve Training Units in the 13th Coast Guard District compete for the CDR E. F. HANKS AWARD, a handsomely engraved plaque, which goes to the unit qualifying the greatest percentage of its members in small bore pistol marksmanship. In 1964, the competition was especially keen, and only by a great deal of extra effort did ORTUEL 13-85914, Seattle, Washington, nose out other units in the district to win the award for the second consecutive year.

The Hanks Award was presented to the winning unit by CDR A. J. BUSH, USCG, Chief, Reserve Division in a ceremony at the Coast Guard Reserve Training Center, Seattle, recently. The commanding officer of the unit, LCDR V. C. HUGHES, USCGR, commented that the extra effort of unit members and an undying desire to "stay on top" contributed to the unit's winning of the award for a second time.

SIGNALS AT SEA—Off the coast of England on September 27, 1066, William, Duke of Normandy, ordered the French fleet to drop anchor and wait. The invasion of England would not begin until daylight. The signal to weigh anchor for the attack, he told his commanders, would come from his flagship, the Mora. A lantern would be lighted on the Mora's masthead. Thus was born communications at sea by light.

Today silent communications at sea are carried on by semaphore, which are hand signals; by signal flags raised and lowered on lines to a mast; and by blinkers. Called visual communications, these signals are especially useful in wartime when radio messages might be intercepted by a sharp-eared enemy.



UNIT PLANK OWNER RETIRES—Allen J. WOODHOUSE, FIC, a veteran of both World Wars and the first master-at-arms of ORTUPS 05-82375, Little Creek, Va., reviews the unit before his retirement from the Coast Guard after twenty years of active and inactive service.

Reserve Administrators' Board

For the past several years, boards have convened in the Fall to consider candidates for designation as Reserve Program Administrators. On occasion, the work of these boards has conflicted with the annual fall promotion boards. To avoid this problem this year, the RPA Board will convene on approximately 15 June 1965.

The early convening date for this year's board makes it imperative that applications from active duty and inactive duty Reserve lieutenants and jaygees who seek selection as RPA or Prospective RPA be forwarded via the chain of command to the Commandant (RA) in time to arrive at Coast Guard Headquarters by 7 June. The guidelines for preparing RPA applications are in Commandant Instruction 1001.11.

This early board action will also permit the assignment of new RPA's during the normal summer transfer period.

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